

CHAPTER 4: TRANSPORTATION

TRANSPORTATION PLAN INTRODUCTION

The purpose of the Transportation Plan is to provide a thorough yet easily understandable document to guide transportation decision making. Those decisions will ultimately provide an infrastructure that is in conformance with the metropolitan system plan and serves the needs of the community.

The Transportation Plan is not intended to be a detail-oriented document. It is intended to identify deficiencies and future improvements without determining the actual design and to establish transportation policies. The plan lists policies and goals that Credit River officials will use for transportation decisions over the next 20 years.

REGIONAL PERSPECTIVE

The *2040 Transportation Policy Plan (TPP)* is the Metropolitan system plan for highways, transit, and aviation to which local comprehensive plans must conform. This system statement summarizes significant changes to these three systems, as well as other changes made to the Transportation Policy Plan since the last *2030 TPP* was adopted in 2010. The *TPP* incorporates the policy direction and the new 2040 social economic forecasts adopted by the Metropolitan Council in the *Thrive MSP 2040*, and extends the planning horizon from 2030 to 2040.

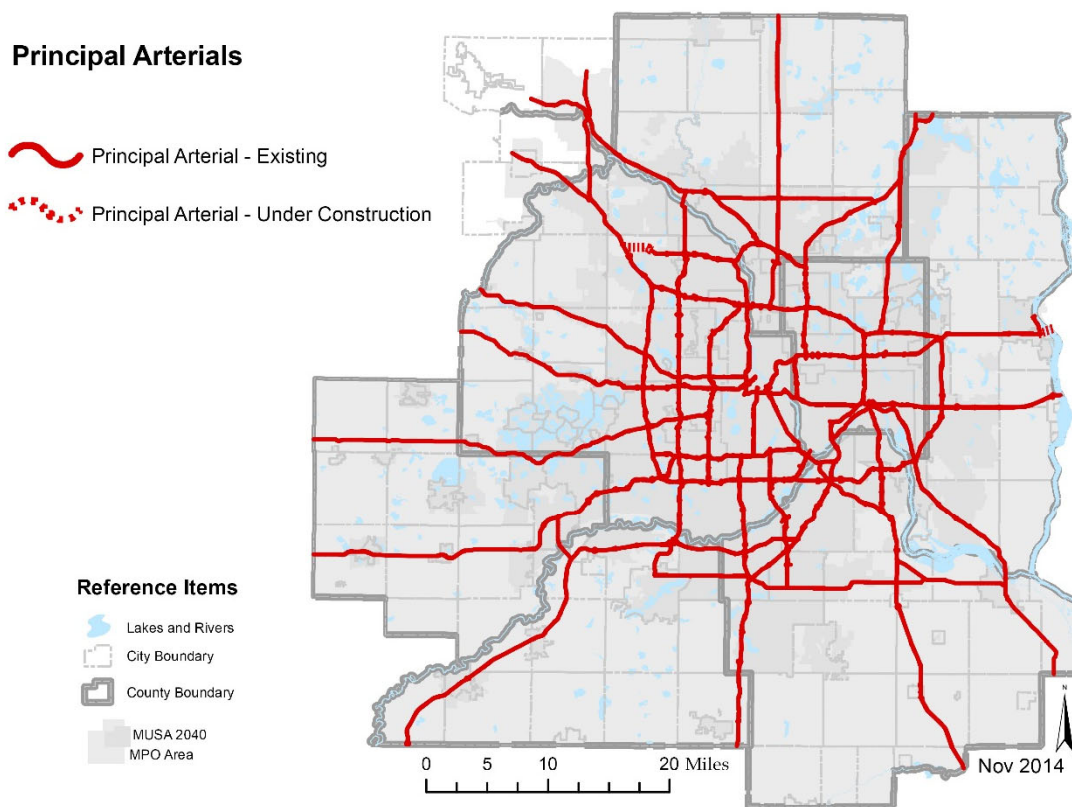
Federal Requirements

The *TPP* must respond to requirements outlined in state statute, as well as federal law, such as some new requirements included in the federal law known as the Moving Ahead for Progress in the 21st Century Act. Federal law requires the long-range plan to identify regionally significant transportation investments expected to be made over the next two decades, and to demonstrate that these planned investments can be afforded under the plan's financial assumptions.

Metropolitan Highway System

The Metropolitan Highway System is made up of principal arterials that are shown in Figure 4-1. No new highways have been added to this system in the *2040 TPP*.

Figure 4-1: Principal Arterials



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1



The *TPP* does not identify any principal arterials or any specific regional mobility improvements within Credit River.

LOCAL TRANSPORTATION PLAN GOALS AND OBJECTIVES

The overriding goal of this Transportation Plan is to provide guidance for a safe, efficient, coordinated, and convenient multi-modal transportation system that is integrated with anticipated land use and development plans, and that protects and enhances natural resources.

The goals and objectives of this plan are:

- Provide an understanding of the transportation issues facing the community as it grows.
- Recognize the important relationship between land use and transportation and develop appropriate policies that promote a sustainable transportation system.

- Recognize the importance and value of the environmental resources in the region and minimize negative impacts to such areas.
- Develop a network and functional hierarchy of streets that balance the needs of access with safety and mobility.
- Encourage planning and development of a safe, interconnected pedestrian and bicycle system.
- Coordinate the local transportation system with the regional needs and support other agencies in developing infrastructure decisions in the area.
- Investigate reasonable funding strategies and develop an implementation plan that recognizes funding limitations and realities.
- Require new developments to provide transportation improvements necessary to support the development.
- Review private developments for right-of-way needs as they relate to planned functional classification of County Roads and require the dedication of right-of-way to support future improvements

BACKGROUND INFORMATION

Credit River is located in Scott County, Minnesota in the southern part of the Twin Cities Metropolitan Area. Situated approximately 25 miles south of downtown Minneapolis, the Township occupies 24 square miles and has an estimated 2016 population of approximately 5,514.

It is anticipated that the southern one half of the Township will continue to develop as rural residential, but that the northern half will transition to a higher residential density with urban services.

Land Use

There is an interrelationship between land use and transportation. The type, intensity and extent of development impacts growth in population and employment. Such growth influences travel demand. Likewise, the level of service provided by the transportation system can influence population and employment location. Therefore, transportation facilities should be planned and designed to support and compliment the existing and planned land use. An Ultimate Land Use Plan is provided on page 2-17, which indicates areas where Credit River should encourage various types of development.

In general, the southern half of Credit River will be Rural Density Residential. The northern half will consist of a mix of land use consisting of:

- Low Density Residential
- Medium Density Residential
- High Density Residential

- Commercial / Industrial Business
- Recreation and Open Space

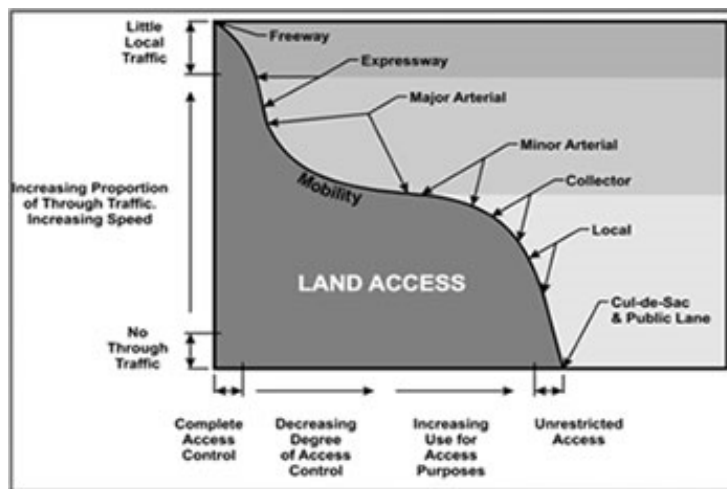
ROADWAY SYSTEM

The network of all public roadways makes up the *Roadway System*. In Credit River, these public roadways consist of County State-Aid Highways (CSAH), County Roads (CR), Local Collectors, and local streets. The following sections describe the physical characteristics and the use patterns of the roadway system.

Functional Classification System

A roadway network typically consists of a hierarchy of streets and highways that are defined through functional classification. The Metropolitan Council has defined a Functional Classification System and the Credit River Township system is consistent with those criteria. The features and characteristics of each classification are briefly described below.

Figure 4-2: Schematic Relationship Between Access and Mobility



Source: FHWA.dot.gov

Principal Arterials

Generally, principal arterials serve long distance travel between major communities. They are characterized by an emphasis on mobility with strictly controlled access allowed only at designated interchanges or intersections. There are no existing principal arterial roadways located in Credit River. The nearest principal arterial is Interstate 35, which is approximately one mile east of the eastern municipal boundary.

Minor Arterials

Minor arterials primarily carry traffic flows between small urban areas, rural growth centers and other significant activity centers. These roadways place a higher emphasis on mobility than access, with direct access to abutting properties being discouraged. The minor arterials in Credit River are CSAH 27, CSAH 8, CSAH 21 and CSAH 44. CSAH 27 is a continuous north-south minor arterial. CSAH 8 and CSAH 21 are east-west minor arterials, both of which connect to I-35 via Dakota County highways. There is a one-mile segment of CSAH 44 that runs east-west along the border between the Township and the City of Savage in the northwest corner of the community.

Collectors

Collectors typically serve short to medium distance trips, providing intercity and intercommunity traffic movement. They link local streets to the arterial system. Mobility and land access have equal precedence on these facilities. CSAH 91 and CSAH 68 are roadways in Credit River classified as collectors. In addition, there is a short segment of CSAH 87 that runs along the western edge of Cleary Lake Regional Park.

Local Collectors

Local collectors typically serve short trips and provide connectivity from local street to Collectors and Minor Arterials. Flag Trail, 170th Street, and 195th Street East are classified as Local Collectors.

Local Streets

Local streets are characterized by a total emphasis on land access. They usually connect to other local streets and collectors and carry relatively low traffic volumes at low speeds.

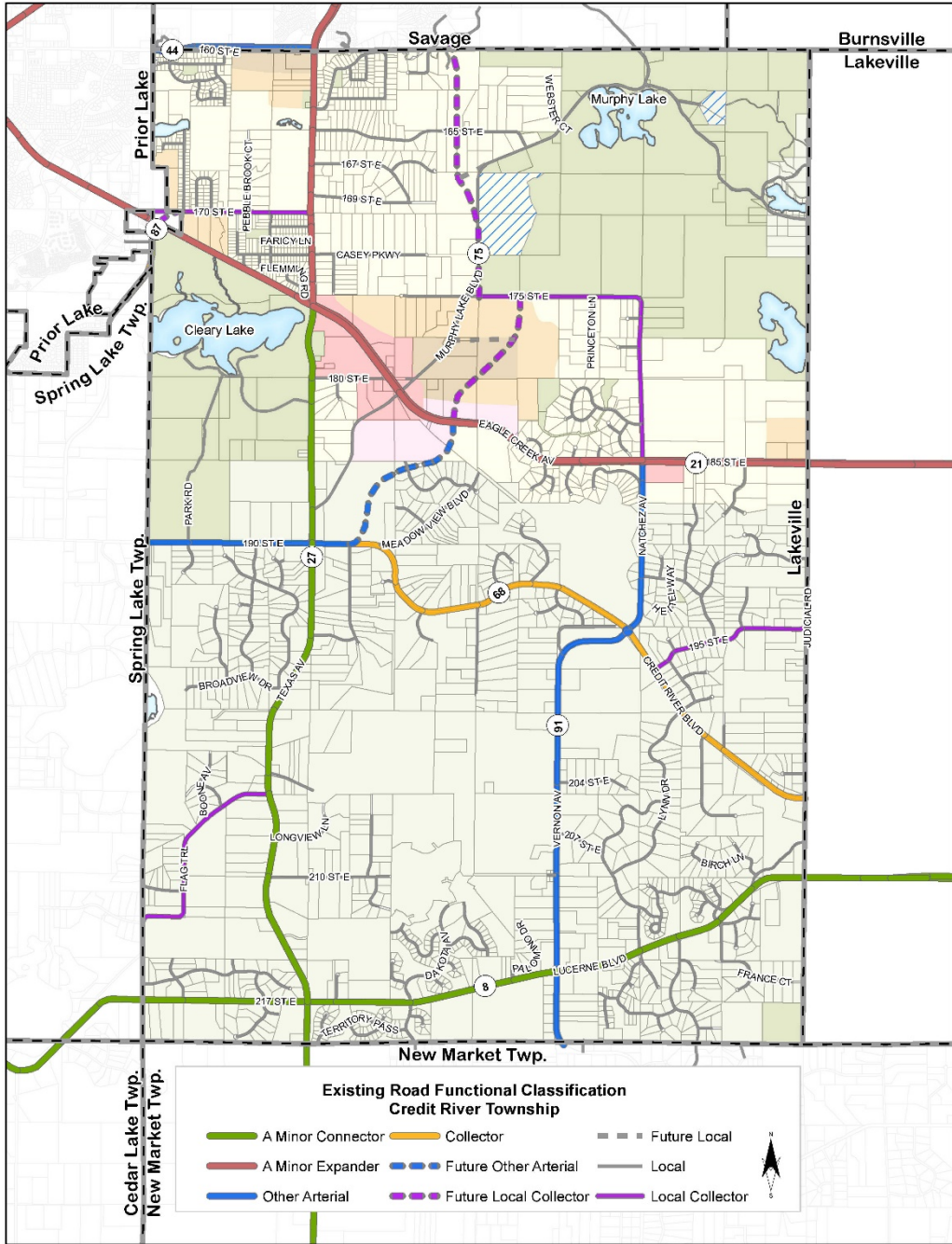
Existing Roadway System

All roadways within Credit River fall under the jurisdictional responsibility of Scott County or Credit River. There are no state owned or maintained facilities within the community. Scott County is responsible for the seven (7) County State-Aid Highway routes previously mentioned. To summarize, roadways within Credit River under Scott County Jurisdiction are:

- CSAH 8 (217th Street E /Lucerne Boulevard)
- CSAH 21 (Eagle Creek Avenue / 185th Street NE)
- CSAH 27 (Texas Avenue)
- CSAH 44 (160th Street SE)
- CSAH 68 (190th Street / Credit River Boulevard)
- CSAH 87 (Revere Way)
- CSAH 91 (Vernon Avenue / Natchez Avenue)

Credit River has jurisdiction over all other public roadways within the Township.

Figure 4-3: Functional Classifications



Traffic Forecasts

For modeling purposes, the Metropolitan Council forecasts regional traffic by dividing the Twin Cities Metropolitan Area into geographical districts known as traffic analysis zones (TAZ). The current Metropolitan Council model divides Credit River Township into twelve traffic analysis zones.

All TAZ projections are consistent with the Metropolitan Council with the exception of TAZ 2243 and TAZ 2247. Urban growth is projected within these TAZ districts during the planning period, and the associated population, households, and employment projections have been updated accordingly. The TAZ projections reflect urban growth in TAZ 2243 for the 2040 planning period.

TAZ	2020			2030			2040		
	POPULATION	HOUSEHOLDS	EMPLOYMENT	POPULATION	HOUSEHOLDS	EMPLOYMENT	POPULATION	HOUSEHOLDS	EMPLOYMENT
2240	53	18	0	5153	18	0	4753	17	0
2241	524578	173	16	564580	189	18	581	204	19
2242	15	5	2	19	7	2	23	10	2
2243	1099	402	24	1115	428	23	13891597	586587	22
2247	623680	228	45	630690	242	47	613690	252	48
2248	309	113	28	315	121	21	312	127	13
2249	328488	120	120	345525	132	132	356525	145	141
2250	526	174	94	553	186	93	553	194	90
2251	600	198	23	634	212	24	639	223	23
2252	643769	212	17	772883	258	18	894	312	19
2253	155200	51	36	165200	56	35	165200	58	33
2254	316333	104	6	326333	109	9	318333	111	11

Figure 4-4: TAZ Map

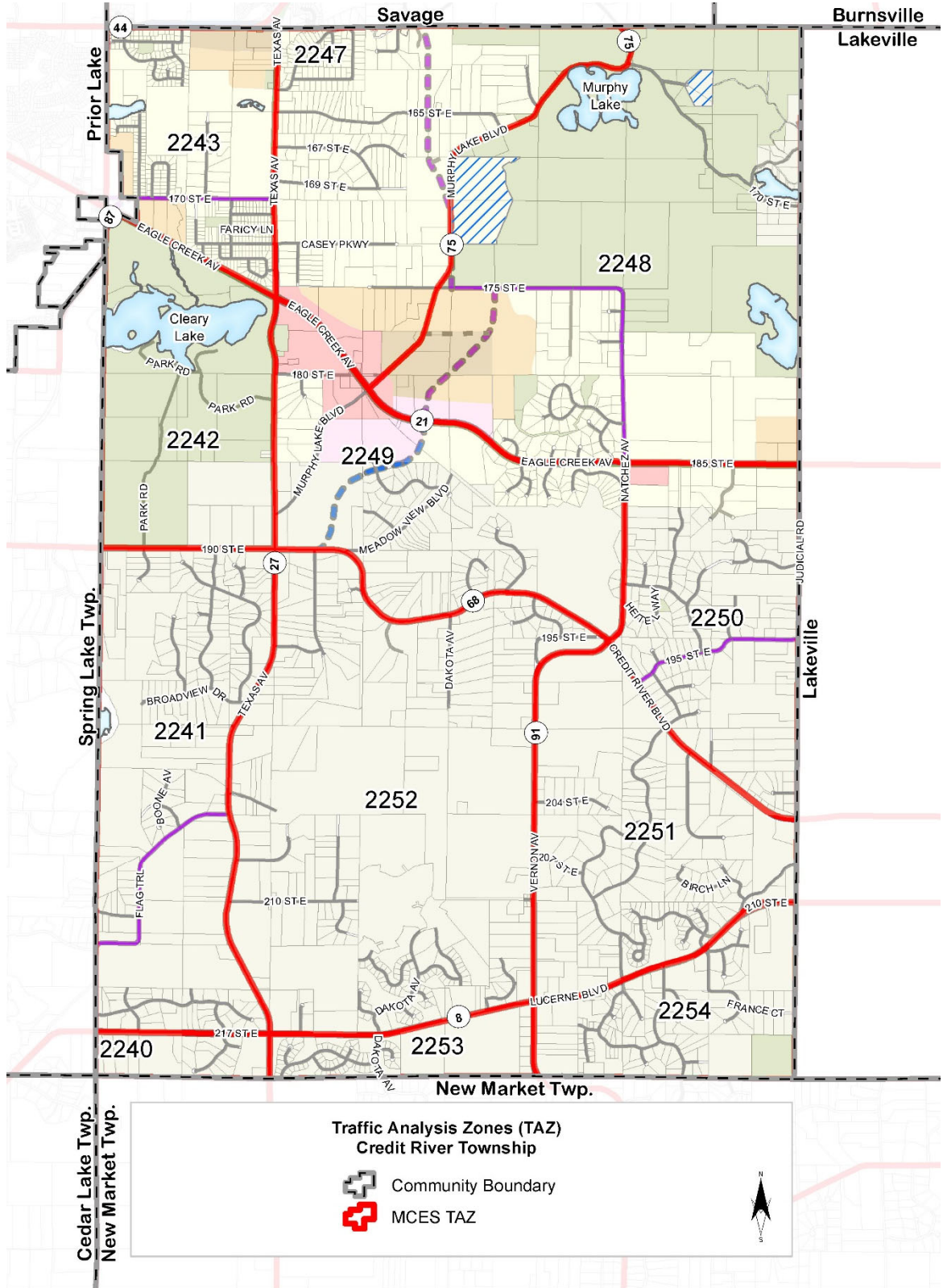
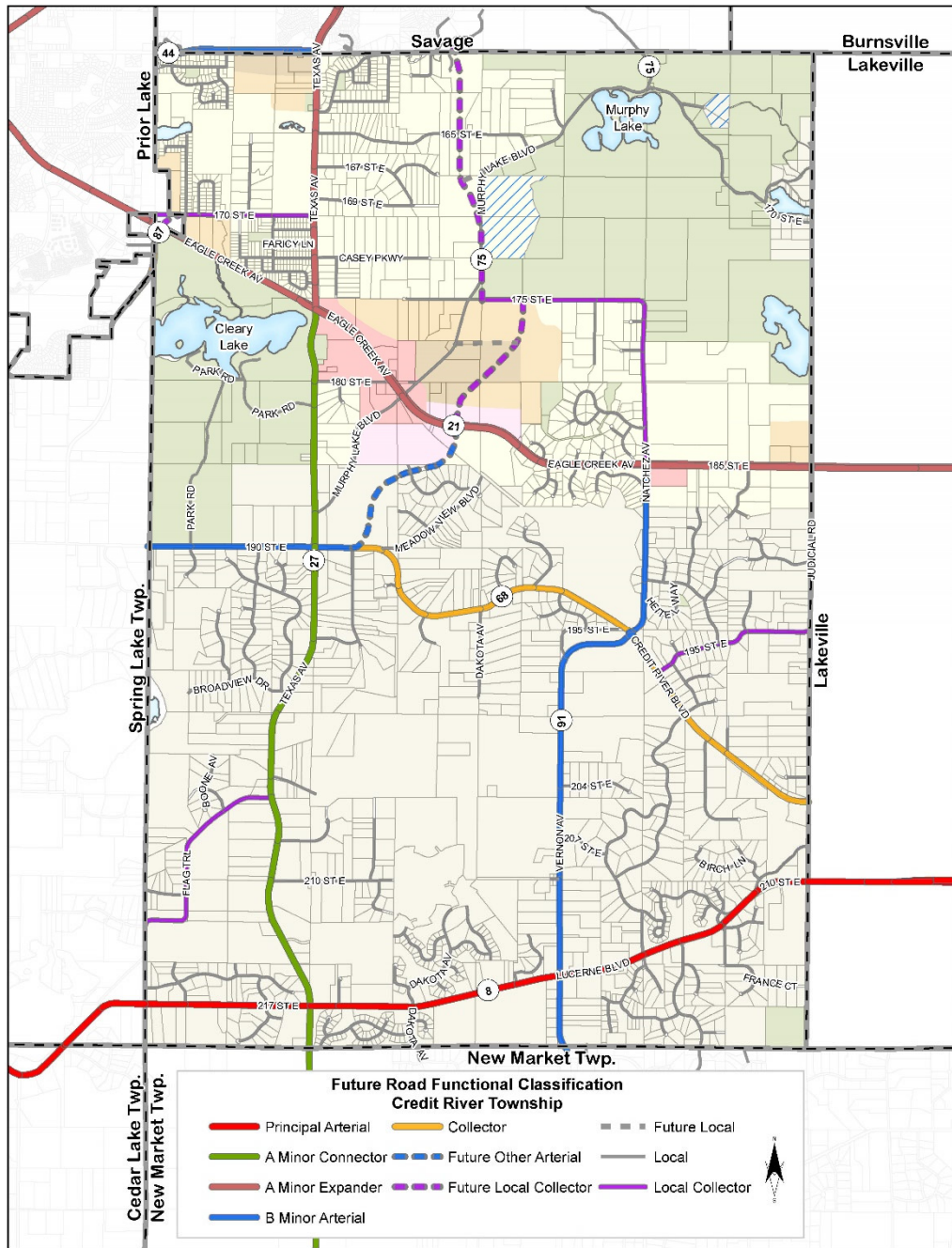


Figure 4-5: Future Functional Classifications



Needs and Recommended Improvements

The existing roadway network currently operates well with little delay. The needs of the regional County system are addressed in the Scott county Transportation plan. While the County system is not under the control of the Township, the Township should support the County’s efforts to provide safe and efficient regional travel. The following is a list of recommended County projects:

1. CSAH 27 – Reconstruct to a 4-Lane divided roadway from CSAH 68 to CSAH 44. This proposed project is needed to increase capacity in order to handle the future projected volumes. This project is programmed for 2021.
2. New County Road – Construct a new collector between CSAH 68 and CSAH 21, east of CSAH 27. Because of the potential regional significance of this planned roadway segment, it is proposed to construct this connection to County standards.

As Credit River continues to develop, a well thought out local network needs to be provided to avoid future local traffic issues. One of the more common complaints about local streets is the perception of too much traffic traveling too fast. The solution to avoiding this situation is to have short residential streets connecting to access restricted “local collectors”. These local collector streets should be evenly distributed and should connect neighborhoods. Planned local collectors are depicted in dashed lines on the Functional Classification map.

DESIGN STANDARDS

Roadway design standards should be related to the functional classification of the roadway as well as the traffic volumes on the roadway. Design standards for roadways on the State Aide system are defined by Minnesota Rules Chapter 8820.

Proposed standards are shown in the following tables.

Access Management Guidelines

Access guidelines are important because they define a starting point for balancing property access, safety, and mobility concerns. Transportation agencies regularly receive requests for additional access (e.g., new public streets, commercial driveways, residential and field accesses), which are evaluated by numerous agencies and committees. Because of the number of individuals and agencies involved, it is easy to have inconsistent application of access policies. This can result in confusion between agencies, developers, and property owners, as well as long-term safety and mobility problems. Standard access guidelines can be used to improve communication, enhance safety, and maintain the capacity and mobility of important transportation corridors. In addition, access guidelines may be used to respond to access requests and to promote good access practices such as:

- Aligning access with other existing access points.
- Providing adequate spacing to separate and reduce conflicts.
- Encouraging indirect access rather than direct access on high-speed, high volume arterial routes.

Table 4-6: Recommended Standards by Functional Classification

Functional Classification	Land Use Zoning	Design Speed MPH	Pavement Weight Design TONS	Shoulders TONS		*Right-Of-Way Width FEET	Street Section Width		Sidewalk / Trail
							Between Intersections Shldr-Lane	At Intersections Shldr-Lane	
Local (Rural)	Residential	30	9	9		66	26'	26'	No
Local (Urban)	Residential	30	9	9		66	26'	26'	Allowable
Local (Urban)	Commercial Industrial	30	10	10		80	44' (10'-12'-12'-10')	58' (11.5'-12'-11'-12'-11.5')	Sidewalk
Local Collector	All Residential Commercial, & Industrial	40-55	10	10		80-urban 100-rural	36' (6'-12'-12'-6')	44' (4'-12'-12'-12'-4') (1) (2) (3)	Trail
Major Collector		Per Scott County							
Minor Arterial		Per Scott County							
Principal Arterial		Per Mn/DOT							

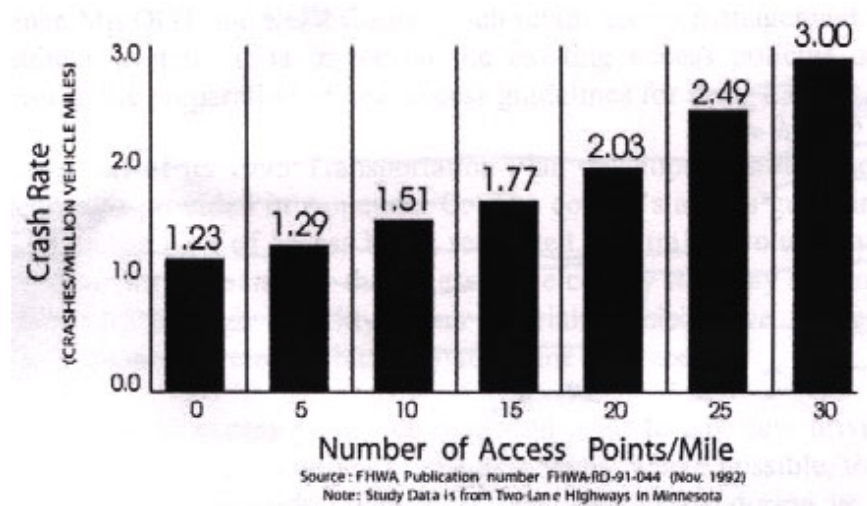
* Add 20' of right-of-way or permanent easement for each proposed trail along roadway.

- 1) Exiting Lane – Leaving Intersection
- 2) Approach Left Turn Lane
- 3) Approach Combination Thru- Right Turn Lane
- 4) Approach Thru Lane
- 5) Approach Right Turn Lane

Per Scott County's Transportation Plan, trails/sidewalks on both sides of the roadway are constructed for newly constructed county road projects. This requirement is for county roads located in urban areas. Scott County has a cost participation policy that requires Cities contribute 50% of the cost of trails/sidewalks.

Providing access management in some form, whether it is through grade-separated crossings, frontage roads, or right-in/right-out access, reduces the number of conflicts resulting in improved safety. A number of studies have demonstrated a direct relationship between the number of full access points and the rate of crashes. Figure 4-7 shown on the next page, illustrates this relationship.

Figure 4-7: Access/Crash Relationship



Land use authorities may exercise authority in limiting access through their development rules and regulations. Land use authorities can require:

- Dedication of public rights-of-way.
- Construction of public roadways.
- Mitigation measures of traffic and/or other impacts.
- Changes in and/or development of new access points.

These types of access controls are processed through local elected officials. Since stronger land use and access controls are available at the county and City level, and these units of government are usually involved at the planning stages, access guidelines and corridor management practices should be focused at this level.

Coordination of Jurisdictional Access Management Policies

The road network exhibits an interjurisdictional network of county and local roadways. Since Scott County retains access management authority over their particular roadway system, it is important the existing access policies of the county be considered prior to the preparation of new access guidelines.

Scott County has adopted minimum access spacing guidelines. The county's access spacing guidelines are presented in Table 4-8 on the next page. These access management guidelines are meant to promote coordination between land use and transportation strategies, the same issues that affect decisions on the local and county level. Establishing the appropriate spacing between public streets and private driveways is an important step toward maintaining the safety and mobility of the traveling public without sacrificing the accessibility needs of local residents. The access guidelines are based on functional classification rather than traffic volumes. Having access recommendations based on future functional classification

enables agencies to protect access on roadways based on their intended long-term function.

Scott County requires an access permit be approved prior to any new driveway connection to county roads. The county also requires shared driveways, where possible, to reduce the number of direct accesses to county roads. The county reviews access during the platting process to assure appropriate mobility and safety levels. Scott County has a unique opportunity to properly plan for access along future collector and arterials before City urbanization and development occurs. Because the county may not have planning authority within the Credit River, interagency support of access management strategies is crucial.

Table 4-8: Access Spacing Requirements

Type of Access	Type of Roadway			
	Principal Arterial	Minor Arterial	Collector	Local
Private Residential Access	Not Permitted	Not Permitted	1/8 mile	Determination based on other criteria
Commercial Driveways or Private Streets	Not Permitted	Not Permitted	Full access at ¼ mile	Determination based on other criteria
Local Streets	Not Permitted	Full access at ¼ mile Limited access at 1/8 mile	1/8 mile	1/8 mile
Collector Streets	1 Mile Full Access (rural) Limited Access at ½ mile (urban)	Full access at ¼ mile Limited access at 1/8 mile	¼ mile	¼ mile
Minor Arterial	1 Mile Full Access (urban) 1 Mile Full Access (rural)	½ to 1 Mile (urban) ½ Mile to 1 Mile (rural)	¼ to 1 Mile (urban) ½ to 1 Mile (rural)	¼ to 1 Mile (urban) ½ to 1 Mile (rural)

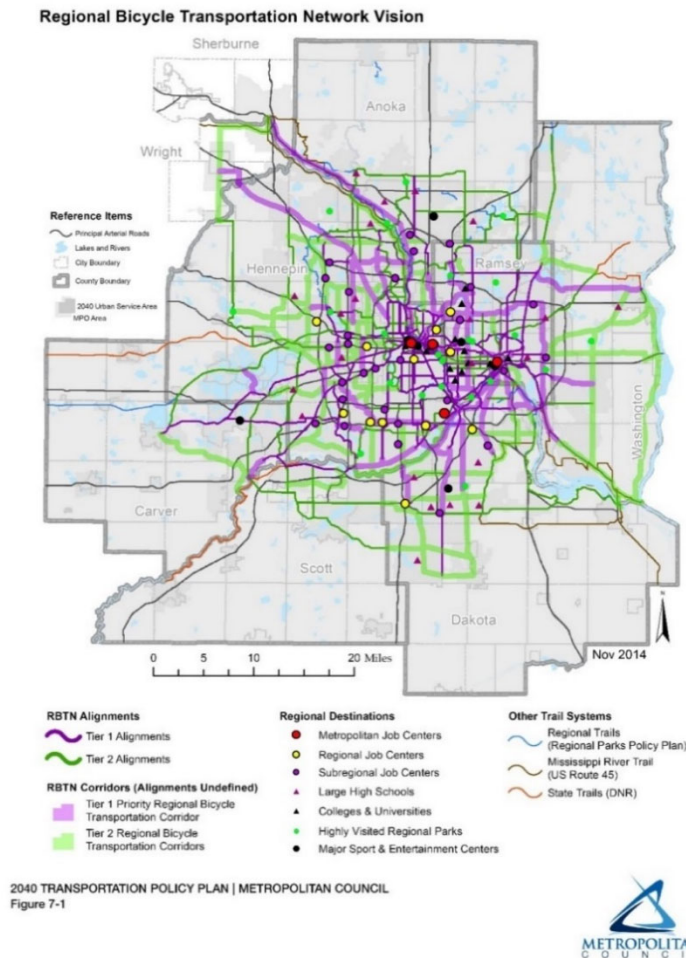
PEDESTRIAN/BICYCLE TRANSPORTATION

The 2040 TPP encourages the use of bicycles as a mode of transportation. The TPP establishes for the first time a Regional Bicycle Transportation Network (RBTN). Figure 4-9 shows the RBTN. Credit River does not have any identified routes on the RBTN. The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level. Cities, counties, and park agencies are encouraged to plan for an implement future bikeways within and along these designated corridors and alignments to support the RBTN vision.

The RBTN corridors and alignments make up the “trunk arterials” of the overall system of bikeways that connect to regional employment and activity centers. These are not intended to be the only bicycle facilities in the region, and local units should also consider planning for any

additional bike facilities desired by their communities.

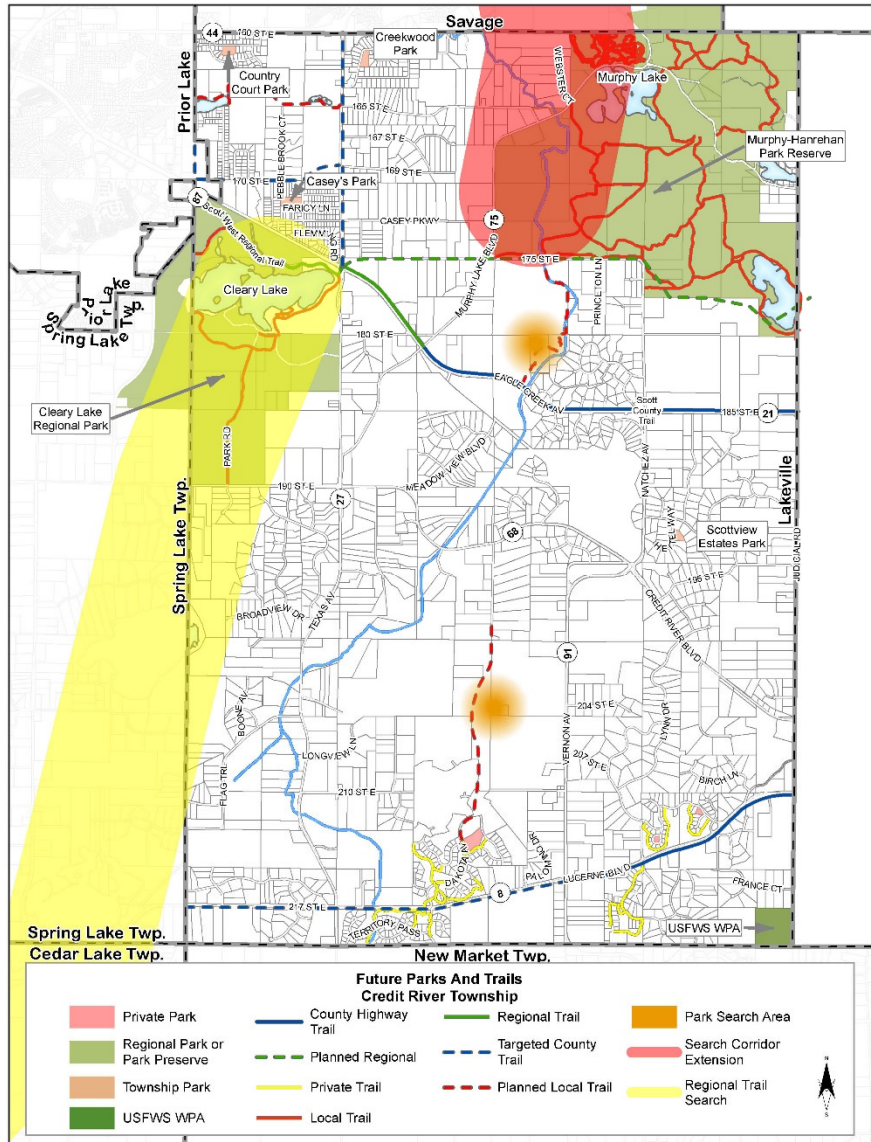
Figure 4-9: Regional Bicycle Transportation Network



While pedestrian/bicycle systems can serve a wide variety of purposes, walking and biking are primarily recreational activities in Credit River Township. The provision of adequate facilities for pedestrians and bicyclists promotes non-motorized travel and improves safety.

A pedestrian/bicycle system should provide a connection between concentrated activity areas such as schools, parks, and dense commercial properties. There are currently no schools or concentrated commercial areas within the Township. However, Credit River Township is fortunate to have two regional parks. These parks, Cleary Lake and Murphy-Hanrehan, are owned and managed by the Three Rivers Park District.

Figure 4-10: Future Parks and Trails Map



Cleary Lake Regional Park has an existing ten-foot wide paved trail that loops around Cleary Lake. This trail also connects to the Scott West Regional Trail, which is partially completed. It is proposed to extend the trail east, linking it to Murphy-Hanrehan and on into Dakota County.

To provide enhanced non-motorized travel opportunities within the Township, consideration should be given to identifying a north-south corridor for pedestrian and bicycle facilities. One possible corridor that has been identified is the Texas Avenue Corridor.

Ideally, all collector roads should have pedestrian/bicycle facilities. It is recommended that all new collectors have such provisions. Existing collectors that do not have adequate provisions should be reviewed to determine if adding trails would be feasible and desirable.

TRANSIT ANALYSIS

The transit system plan provides an overview of the basic components of transit planning, including demographic factors, transit route and network design factors and urban design factors that support transit usage. Local governments have the primary responsibility for planning transit-supportive land use through their comprehensive planning and subdivision and zoning ordinances. The *TPP* includes updated Transit Market Areas, which are shown in Figure 4-11, which reflect 2010 Census information and an updated methodology that better aligns types and levels of transit service to expected demand. These market areas identify the types of transit services that are provided within each area.

Credit River is primarily designated a Transit Marked Area V. Transit Market Area V is defined as an area that “has very low population and employment densities and tends to be primarily rural communities and agricultural uses. General public SmartLink service may be appropriate here, but due to the very low intensity land uses these areas are not well-suited for fixed-route transit service”. The *TPP*'s Transit Investment Plan does not show any transit investments planned for Credit River in the Current Revenue Scenario.

A small corner in the northwest portion of the Town is designated Emerging Market Area III. Emerging Market Area III is primarily Urban along with portions of the Suburban, Suburban Edge, and Emerging Suburban Edge and is generally characterized by overall lower density and less transit-supportive urban form along with some pockets of denser development. The primary emphasis of transit service in this area is express and commuter service with some suburban local routes providing basic coverage.

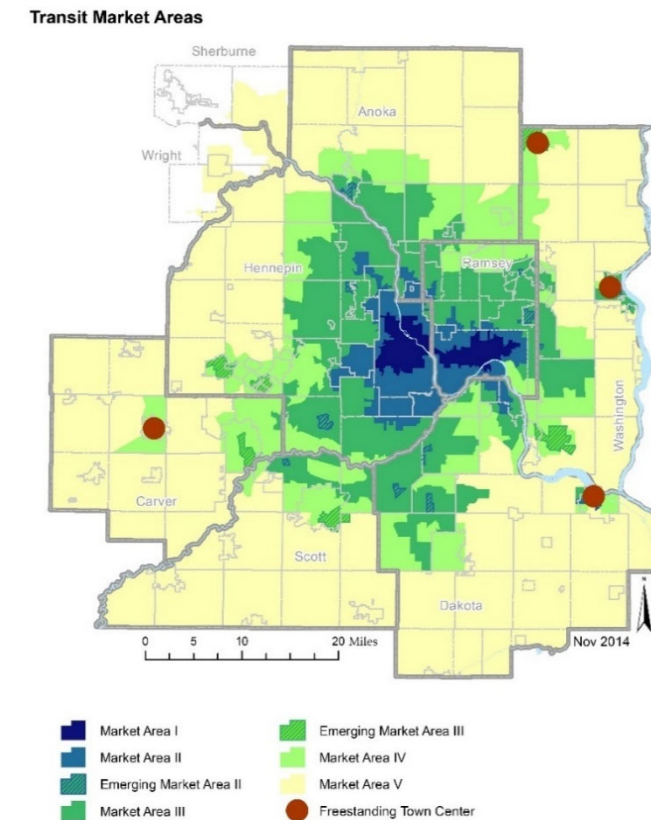
Transit consists of all forms of sharing rides. The service may be formal or informal and be provided by a private or public operator. Currently, there are no commercially operated bus, train or taxi services operating in Credit River Township. Scott County Transit offers a SmartLink service, a reservation only, shared ride service. Uber is available throughout Credit River Township and offers peer-to-peer ride sharing services.

SmartLink is the Mobility Manager for Scott and Carver Counties and consists of four transit services:

- **Transit Link:** Contracted Dial-a-Ride service through the Metropolitan Council and is a shared-ride, reservation-only transit service. Customer service hours are from 7:00 AM to 3:30 PM Monday through Friday. Transit Link hours are 6:00 AM to 7:00 PM Monday through Friday. Bus operations within Scott County were expanded in 2017 for hours of service from 6:00 AM to 9:00 PM Monday through Friday and 7:30 AM to 4:30 PM on Saturday and Sunday. Fares are established by the region.
- **Volunteer Driver Program:** Supplemental service for trips that are denied on the Transit Link system. Volunteers drive their own vehicles and donate their time to provide transportation for residents that could not be scheduled on the bus systems.

- Shared Vehicle Program: Coordinating the use of a vehicle that allows multiple partners to use a small bus for a wide range of services and transportation options.
- Non-Emergency Medical Transportation: SmartLink is contracted through Carver and Scott Counties to coordinate non-emergency medical transportation in the safest, most appropriate and cost-effective way to get to or from non-emergency medical service appointments.

Figure 4-11: Transit Market Areas



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 6-3



Park and Ride facilities with bus service are available at the Burnsville Transit Station, the Savage Park and Ride and the Highway 13 & Eagle Creek Avenue Park and Pool in Prior Lake. The Burnsville Transit Station is a major transit hub providing express bus service to Minneapolis via high occupancy vehicle (HOV) lanes on I-35W. The Savage Park & Ride contains 195 parking spaces. MVTA owns the Park & Ride and operates routes 421, 444, 464 through the facility. The Park and Pool in Prior Lake contains approximately 30 spaces.

Many residents from the region commute to jobs north of the Minnesota River. Due to higher commute times crossing it is common for residents to utilize Park and Ride facilities outside of Scott County. As a result, new services that are located in close proximity to Credit River

Township can be expected to serve residents. The METRO Orange Line will provide high frequency all-day service to downtown Minneapolis, as well as, intermediate stations and connecting services. A proposed extension, known as the Orange Line Extension, has considered additional stations as far south as the Kenrick Park and Ride in Lakeville. Elements of the transitway, including new transit only lanes and stations in both the shoulders and median of I-35W, are complete or expected to be constructed in the coming years. Other transitways in close proximity include the Green Line LRT Extension, Red Line BRT, and American Blvd Arterial BRT. The Orange Line Extension, American Boulevard and Highway 169 corridors are potential projects that could happen in the long term.

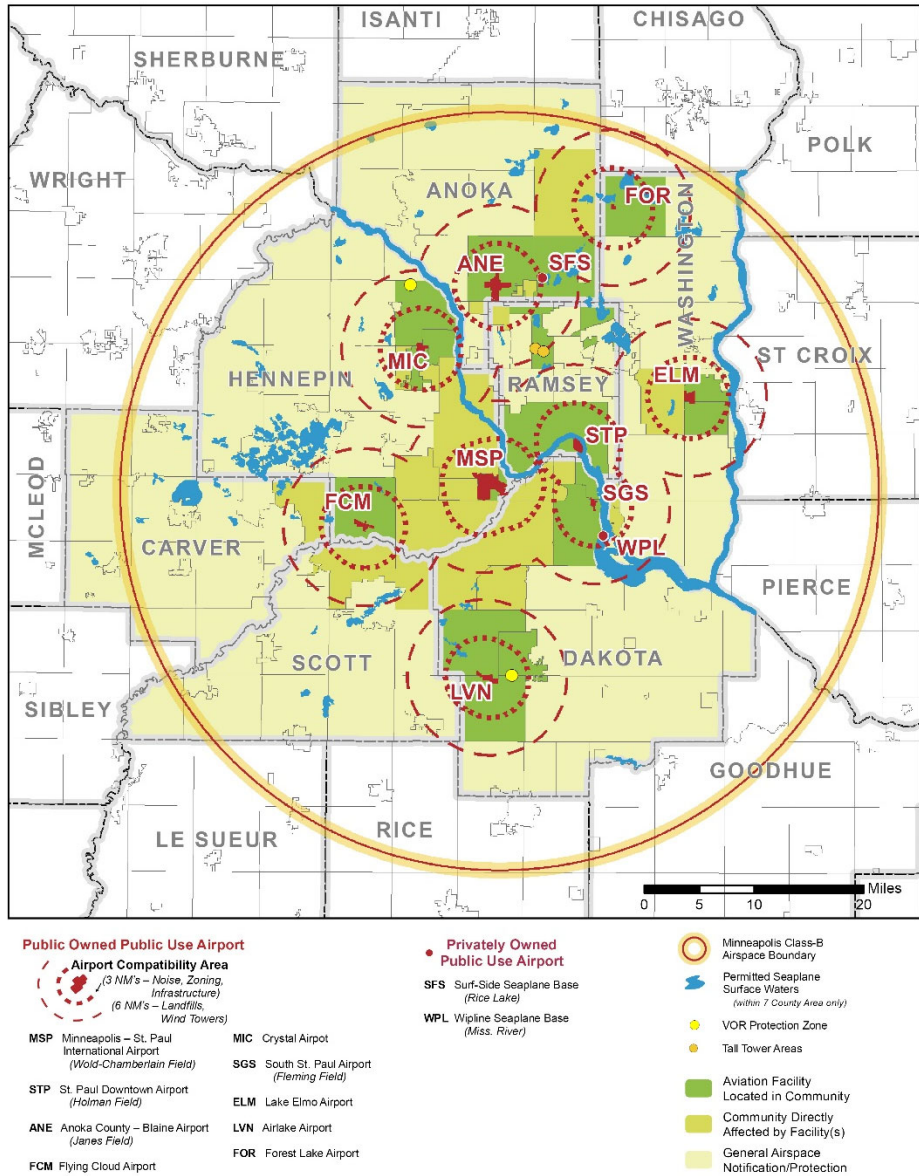
AVIATION ANALYSIS

There are no airports located in Credit River Township. The Minneapolis-St. Paul International Airport (MSP) is located approximately 16 miles to the northeast. There are also two minor reliever airports located nearby. These are Airlake Airport in Lakeville, which is located approximately 7 miles to the southeast and Flying Cloud Airport in Eden Prairie, which is located approximately 12 miles to the northwest.

Credit River is not located in the defined influence area of any airport. There are no structures that exceed 500 feet in height located in the Township. Due the potential effects on navigable airspace, any applicant that proposes a structure exceeding 200 feet in height must notify the Federal Aviation Administration and the Minnesota Department of Transportation as required by law.

Figure 4-12: Airport Service Areas

Airport Service Areas



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 9-1

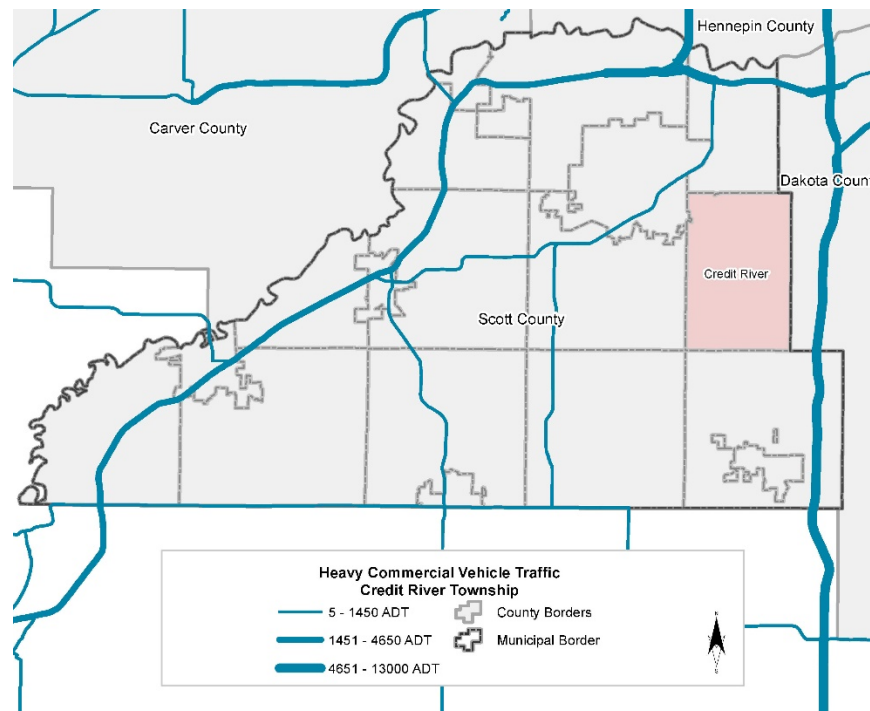


FREIGHT

Most aspects of freight movement are controlled by the private sector, so unlike other sections of the *TPP*, there is not a specific plan adopted for future public-sector investment in freight facilities.

According to the most current Minnesota Department of Transportation Heavy Commercial Daily Traffic (HCDT) Map shown on Figure 4-13 below, there is no significant Heavy Commercial Traffic within the Town. The nearest major route is Interstate-35, which is just to the east of Credit River Township.

Figure 4-13: Heavy Commercial Vehicle Traffic

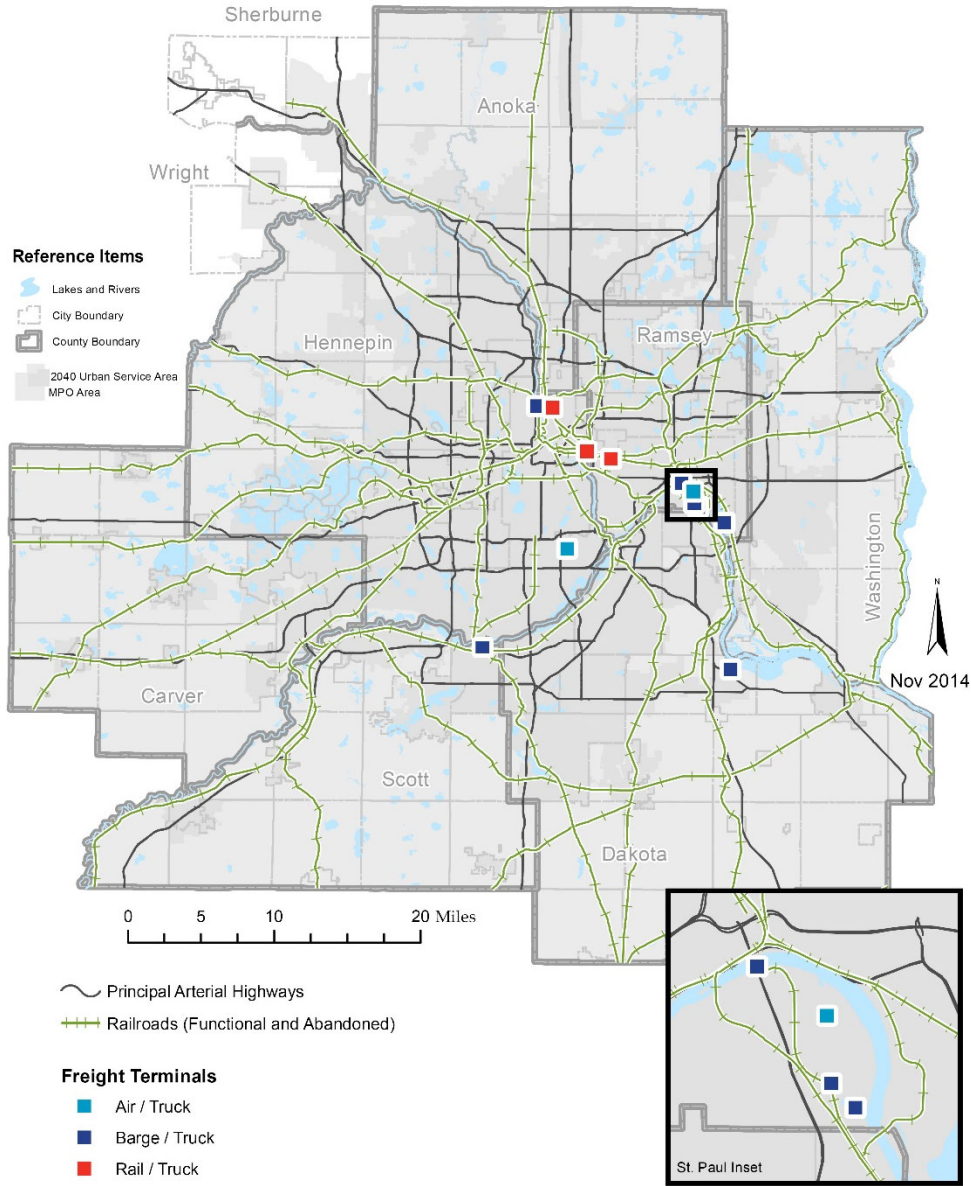


The Metropolitan Freight System figure on the next page depicts a Railroad that bisects Credit River Township. The railroad is abandoned and is no longer in-place or functional.

There are a few known freight issues that exist in Credit River Township. Since 2000 Scott County and MnDOT have invested in roundabouts as a traffic safety solution in the growing and developing rural and residential areas. These safety features are perceived as difficult to maneuver by operators of heavy commercial vehicles. Increased prevalence of roundabouts and driver training have combined to reduce some concerns related to roundabouts. Non-professional drivers transporting raw agricultural products and oversized vehicles still have concerns navigating roundabouts. There are currently three roundabouts located on highways in credit river. CSAH 91 and CR 68, CSAH 27 and CR 68, CSAH 8 and CSAH 91, are the current intersections with roundabouts.

Figure 4-14: Metropolitan Freight System

Metropolitan Freight System



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 1-6



COMPLETED STUDIES

The following transportation studies have been completed and may be referenced for additional information:

US 169 Mobility Study (2018): The purpose of the study was to identify and evaluate cost-effective options for improving transit and reducing congestion on Hwy 169 between Hwy 41 in Shakopee and Hwy 55 in Golden Valley. The study focuses on: 1. Highway Bus Rapid Transit (BRT) 2. MnPASS Express Lanes 3. Lower cost/high benefit improvements along the highway such as adding auxiliary lanes, turn lanes, modifying interchanges, and creating ways for buses to get through traffic more efficiently 4. Evaluating the potential for expanding bus service on Hwy 169 between Mankato and the Twin Cities Metro area. The study concluded that both MN PASS alternatives could perform sufficiently to merit consideration for implementation.

CH27 Corridor Study (2014): The CH27 Corridor Study evaluated the short-term needs and a long-term vision as an important Minor-Arterial roadway serving eastern Scott County.

CH8 Corridor Study (2013): The purpose of the CH8 Corridor Study is to define a long-term plan for preserving rights-of-way, managing access, and providing guidance for future road improvements. Scott County envisions CH 8 ultimately connecting US Highway 169 and I-35 to serve as an important east-west arterial for regional and local users.

CH21 Corridor Study (2005): The purpose of this study was to address existing and future deficiencies along CH21 between CH 82 and CH87 in the City of Prior Lake.

Credit River Township Alternative Urban Areawide Review (2003): The AUAR study contained elements to anticipate types and intensity of development, infrastructure to serve said development, and anticipated staging of the development. The AUAR served as a framework to identify any necessary road connections and intersection improvements to support the anticipated growth. Many of the proposed road connections and intersection improvements that were identified in the AUAR are still relevant and are reflected in Figure 4-15.

IMPLEMENTATION PLAN

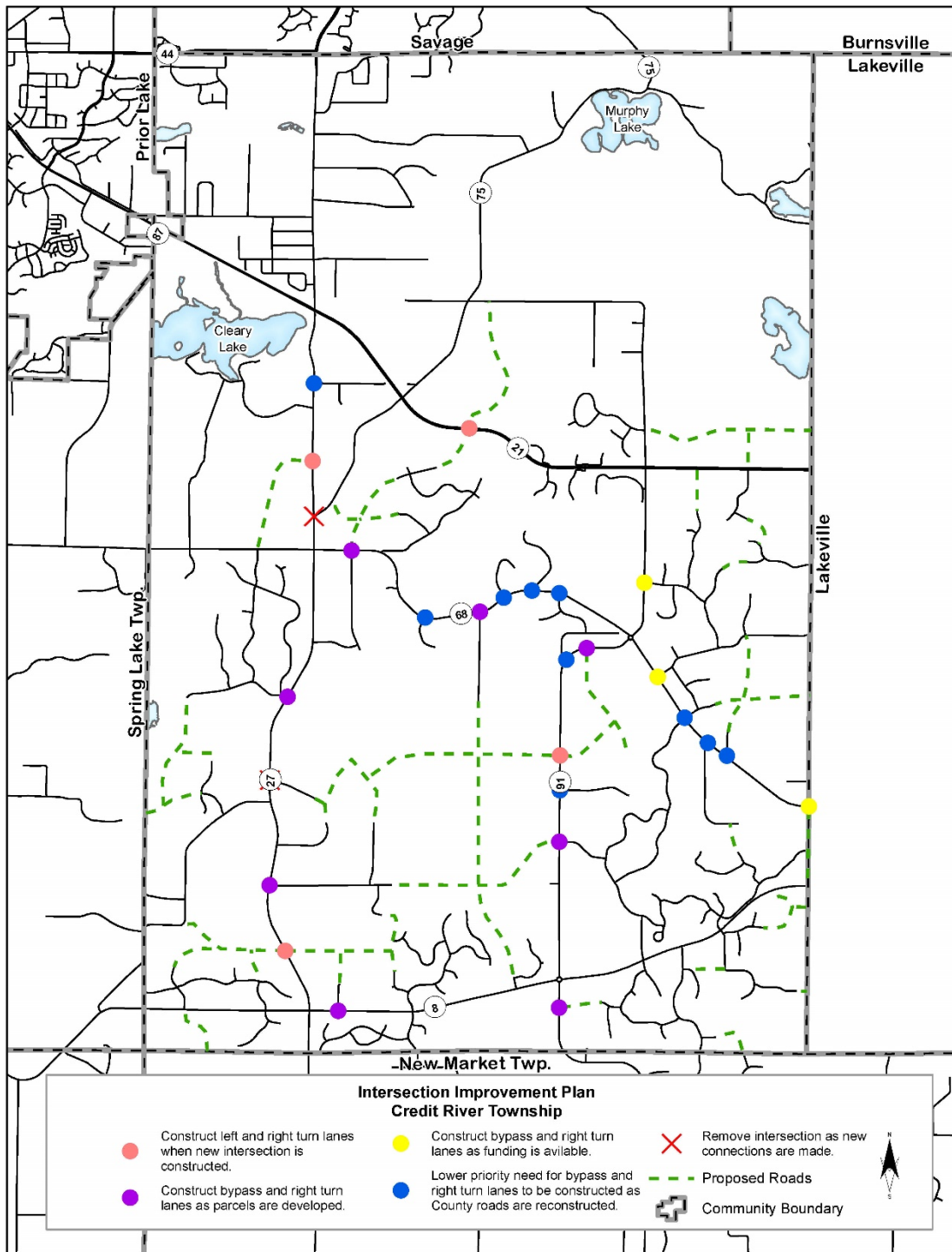
Credit River prepares, revises and adopts a Capital Improvement Plan on an annual basis. The purpose of the Township's Capital Improvement Program (CIP) is to identify, prioritize, and address community needs through careful long term planning and balanced public investment in preserving the Town's infrastructure.

The CIP has been prepared as a strategic planning tool to assist the Town Board in identifying proposed road maintenance and capital improvement projects over the proceeding time period. The Town Board annually prepares and approves this document acknowledging that it is subject to the dynamics of community growth, political leadership and financial constraints. Annual updates to the CIP can be obtained from creditrivernm.gov.

The 2003 AUAR Study identified several proposed Township Road alignments and proposed intersection improvements to County Roads. These intersection improvements are necessary to support further

development of the Township and two of the intersection improvement projects are programmed in the DRAFT 2019 – 2029 CIP.

Figure 4-15: Intersection Improvement Plan



As depicted on the Future Functional Classification Map, a new alignment is proposed for CSAH 68,

south of CSAH 21. As development occurs in this area, it will be necessary to coordinate with Scott County. Specifically, details such as the jurisdictional transfer from local to county of the constructed roadway must be addressed in the project development process.